

ESTIMATIONS



New
Victor
Records

LATEST

AMERICAN AND

CONTINENTAL

SUCCESSSES.

INSPECTION INVITED.

EXCLUSIVE AGENTS:

MOUTRIE'S.

[31-4]

THE YOKOHAMA DOCK CO., LIMITED.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A.I. and Watkins's.

DRY DOCK DEPARTMENT:—Telephone Nos. 375, 506; 681, 2050, 3470.

NO. 1 DOCK. Docking Length 515 ft. | NO. 2 DOCK. Docking Length 375 ft. | NO. 3 DOCK. Docking Length 461 ft.

Every description of repair work undertaken. A large amount of material including all shafts are kept in stock. Two powerful low boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate. Mooring Berth, 600 feet by 150 feet by 25 feet deep, adjoining the docks and warehouses.

[112]

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

ILLUSTRATED CATALOGUES.

PRICE LISTS.
CIRCULARS.

BALL AND CONCERT PROGRAMMES.
INVITATION CARDS.
VISITING CARDS.

AND

COMMERCIAL STATIONERY

OF EVERY DESCRIPTION

EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH
UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE PRICES.

BOOK-BINDING

IN ALL ITS BRANCHES.—

MACHINE-BULING, GOLD-LETTERING, MARBLING, Etc.

EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.

LAW WORK A SPECIALTY.

LEDGERS AND ACCOUNT BOOKS.

AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED,
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES!

[24 PAGES!!]

[24 PAGES!!!]

AN IMPRESSION OF LORD

ROTHSCHILD.

PHILANTHROPIST AND FINANCIER

CONSULTED BY THE CHANCELLOR.

One who saw Lord Rothschild frequently contributes the following impression to the *Daily News* and *Leader* of the 1st April:—

"He was most accessible after his lunch, when he would talk freely for as long as an hour. His deafness was noticeable, but the affliction doubtless had a diplomatic value when an inconvenient question arose. His hero was Mr. Balfour, and he was on intimate terms with the Royal Family. He had very pronounced views on Germany. He never believed that Germany meant peace. The crisis in 1911 blew over, according to this view, merely because the Germans were not then quite ready. He ridiculed the notion that financiers could have stopped the war. The financiers, he would declare, were not listened to.

"On the other hand he never abused Germany. He greatly disliked talk about black bread and horseflesh, and even deprecated the crusade of capturing German trade, although he was quite resolute that Germany should be beaten.

HELPING MR. LLOYD GEORGE.

"Whatever his differences with Mr. Lloyd George may have been, he forgot them entirely when war broke out. In July and the following months he was consulted as a matter of course, and he was perfectly informed of the difficulties on the Stock Exchange. Indeed, when the question of closing that institution hung in the balance a letter from Rothschild was a deciding factor. His prophecy as to the duration of the war, uttered in August last, may be worth recalling. 'The neutrals,' said he, 'will come in and settle this affair.' To-day that would be a commonplace. But eight months ago it was a singularly prescient estimate of the position."

Nathan Mayer Rothschild was born in 1840, and was a grandson of the original Nathan Mayer Rothschild, of Frankfurt, who started the English branch of the family financial house in 1809. Lord Rothschild's father, Baron Lionel Rothschild, was the first Jewish M.P.—elected in 1847, and not allowed to take his seat for 11 years—and Lord Rothschild himself was the first Jewish peer, created in 1885.

With the revolution of 1848 the focus of the family fortunes shifted from Paris to London with a corresponding increase in the influence of the English Rothschilds.

AT COLLEGE WITH KING EDWARD.

Lord Rothschild was educated at Trinity College, Cambridge, where he had King Edward among his contemporaries. After taking mathematical honours he went straight to New Court, and in 1860 he married his cousin, Emma, Louisa, daughter of Baron Charles Rothschild, of Frankfurt. He succeeded his uncle as second baronet in 1876, and in 1879 by the death of his father he inherited the Austrian barony and became head of the English firm. He sat in the House of Commons as member for Aylesbury from 1885 until 1886, when he was created Baron. In 1902 he was a Privy Counsellor and received a K.C.V.O.

It was said that in the event of a European crisis Lord Rothschild could, by calling on his kith and kin in Paris, Berlin, and Vienna, put 300 millions sterling at the disposal of the Government. At various critical junctures the Rothschild millions have been used to uphold British interests and British credit—notably when Disraeli sent Lord Rowton into the City to ask Baron Lionel Rothschild if he would lend the British Government £4,000,000 without any security other than the Premier's assurance that Parliament would accept his action. An affirmative answer was given within the hour, and within twenty-four hours the purchase of the Suez Canal shares was authorised.

In 1885 Lord Rothschild made a loan of £1,000,000 to the Egyptian Government, and his credit helped the British Exchequer during the Boer war, also averting several financial crises in the City, notably in 1893, when he came to the assistance of the Bank, the most considerable rivals of his firm. Before the policy of open subscription for big loans had become a general practice the man of millions, "the loan-monger," was regarded as an arbiter of peace and war.

The Rothschilds long refused to have anything to do with Russian loans on account of the ill-treatment of their co-religionists. In 1891, however, negotiations for a loan were in progress between the Tsar's Government and the Rothschilds, when the severity, with which the May Laws were enforced, were relaxed. At the instigation of Lord Rothschild the firm signified that they would proceed with the loan unless the persecutions were stopped. The Tsar had recourse to Paris, a fact which was not without its importance in the conclusion of the Franco-Russian Alliance.

Lord Rothschild's agents were in all the cities of Europe, and his information the best and, above all, the earliest attainable. He had no dealings with firms or persons who were unsuccessful.

Circumstances altered his policy in one direction. Former Rothschilds had been able to rely on purely financial operations; they were the loan-mongers of Europe, and if any rival house carried off the loan they balked its success. With the system of open subscription for the great loans the financial position changed, and Lord Rothschild undertook heavy interests outside pure banking. His father invested largely in mines and railroads, and Lord Rothschild had a considerable holding in De Beers and in the Rio Tinto copper mines, while through his ownership of petroleum wells at Baku he was one of the most serious rivals of Standard Oil.

Originally a Liberal, Lord Rothschild was one of the seceders at the time of the Home Rule split, and when Liberal policy took a more definite trend towards drastic social reform his politics developed in the direction of the House of Lords against the Licensing Bill of 1908; he protested vigorously against the scheme of Old Age Pensions; he was also one of the leaders of the campaign against the Budget in 1909. Hence arose Mr. Lloyd George's famous denunciation—"Lord Rothschild blocks the way"—at which, as coming from a Chancellor of the Exchequer, the City stood aghast.

Yet Lord Rothschild was hardly a whole-hogged Tory. He was a landlord, he hated the Aliens Act. As a landlord he hated valuation, but he advocated a living wage for labourers and decent cottages. He was an enthusiastic sportsman.

KEEPER OF SECRETS.

LIGHTNING CONSULTATIONS AT NEW COURT.

Singularly enough, few stories are told of the late Lord Rothschild, but the following is characteristic. "A young man was sent to him with letters of introduction," which stated that he was thrown upon his own resources by the bankruptcy and death of his father. The visitor was said to be very smart and clever. Lord Rothschild walked through the City with him, introduced him to several well-known brokers, and then bade him good-bye. "But aren't you going to do something for me?" asked the youngster. "My dear fellow," responded the financier, "if you're as clever as I'm told you are you will know what to do yourself." To the young man's credit he took the hint. The mere fact of his apparent friendship with Lord Rothschild obtained for him unlimited credit, and he soon became one of the most successful brokers on the Stock Exchange.

Lord Rothschild was remarkably accessible and even patient where Jewish matters were concerned, and he was consulted almost daily at New Court. With wonderful ease he could switch himself off, so to speak, from an important matter of high finance and plunge into a petty detail of congregational organisation. His time was carefully mapped out for him, and some of his interviews lasted but a few minutes. Not that brief space he grasped with lightning rapidity the points of the matters brought before him, and he seemed for the moment to have no other thought whatsoever on his mind. He was a man of great brain power who would certainly have made his mark in any walk of life. Public man that he was, Lord Rothschild was something of a mystery. There was even more of the Sphinx about him than there was about Lord Beaconsfield. His face never betrayed any of the workings of his mind, although he was known to be he kept per of a vast storehouse of secrets.

THE FLEETS AT SEA.

SETTLING WITH THE SUBMARINE.

The Naval Correspondent of the *Times* writing on March 31st said:—

The appearance of British waters of submarines with 20 knots surface speed, and the ruthless and reckless behavior of some of their commanders, has called forth with renewed strength a demand for the provision of measures of defence for those whom they would make their hapless victims. Numerous suggestions have been made on this subject, and only last week Rear-Admiral Lord Bristol, at the Institution of Naval Architects, proposed that all merchant ships might be armed to such an extent as to render them dangerous to submarines. That the Government see no reason why the captains of merchantmen should not defend themselves appears from their having raised no objection to the offer of rewards for the destruction of the under-water raiders. That also the officers of the Mercantile Marine are ready to defend themselves, even to the extent of attacking their assailants, has been made clear from several occurrences of late. The problem is in what way the defence may be made effective.

The idea that trading vessels should be armed with light guns is one that has received very general support. It is argued that such a step would be analogous to the provision of guns for the larger ocean-going vessels made by the Admiralty before the war. There is, however, this to be said about such a proposal, that since the waters in which submarines are to be met with at present are limited in area, these guns, if placed on board vessels going foreign, would for some time be locked up and useless. The number of guns required is also against the feasibility of this plan, and in addition these guns would require trained men to use them.

THE SYSTEM OF CONVOY.

A system of convoy by armed vessels has been put forward as an alternative to arming the ships themselves. But it is beyond a doubt that the shipowners, not unnaturally, have shown themselves opposed to any system of convoy, and it is by no means certain that a sufficient number of armed vessels could be allotted for the purpose. In the Admiralty statement of losses the number of ships arriving at or leaving the ports of the United Kingdom every week is given as about 1,500. It is not easy to see how any system of convoy could be arranged for this number of ships, scattered all around our coasts, and engaged in voyages of such a divergent character, without interfering very considerably with the freedom of the trade.

It may be pointed out, however, that every ship carries a weapon of offence in her stern. It has been proved that the submarine is vulnerable to the ram. It was by this means that the *Thetis* sent a submarine to the bottom on February 28th, and there are other instances in point. It is at least worth the consideration of the captain of any merchant ship, trader or passenger vessel, to turn his bow instead of his stern to wards the enemy and put on full speed. There is certainly the likelihood of his sending her under water for protection, even if he does not succeed in hitting her, and meanwhile, when she is blind, time would be given for him to escape. If two or more vessels were in company the prospects of a successful use of the ram would certainly be increased. If it should happen that the submarine remained on the surface and came alongside, there are many means by which she can be dealt with which will suggest themselves to the resourceful seaman.

But after all, prevention is better than cure. Why is it that the merchant ships will go to sea in the daytime? The distance they have to run out of submarine-infested waters is not great, and while passing through them, at all events in many cases, the dark hours might be chosen.

Seventeen Belgians, mostly young peasants, were shot recently at Ghent barracks. A German court-martial found them guilty of espionage. The Germans offered them their lives under certain conditions, but all except one refused to accept the conditions.

THE MERCHANT SERVICE AND THE NAVY.

The extent to which the Royal Navy has been reinforced by the Merchant Service deserves the full recognition of the public. The report of the Imperial Merchant Service Guild on the subject appears in the *Journal of Commerce*. At the beginning of the war many Mercantile Marine officers proffered their services to the Admiralty. The Board kept a list of their names; but as they were not immediately required, a number of them enlisted in the Army. The Admiralty subsequently asked the Imperial Merchant Service Guild to supply forty officers from its members who were to receive his Majesty's commission, and who were forthwith to serve in the Mine Sweeping Flotilla. The forty officers were speedily appointed to their dangerous and monotonous duty; and the recent report of the Admiralty upon their conduct and the list of distinctions obtained by them testify to the value of their services. The Admiralty also invited candidates to enter the Royal Naval Reserve; and about 125 members of the Imperial Merchant Service entered the Royal Naval Reserve, in which sub-lieutenants are still required. Another body of Mercantile Marine officers was required by the Admiralty for service under the Yacht Patrol, in which there are now over 300 commissioned officers drawn from sub-lieutenants to commander. The Admiralty also invited officers to apply for commissions for Special Service, and from eighty to a hundred have received his Majesty's commission and are now employed upon active service afloat. The Imperial Merchant Service Guild reports that altogether nearly six hundred Mercantile Marine officers belonging to the Guild have entered his Majesty's Service.

ROYAL NAVAL RESERVE.

The establishment of the Royal Naval Reserve, which consists of officers and men of the Merchant Service or of seafaring occupation, at the beginning of the war was 1,340 officers and 12,278 men. These had all received a certain amount of training and were liable to be called out upon active service, together with 1,000 men in the Colonial branches of the Royal Naval Reserve. Since the beginning of the war more than 700 officers R.N.R. have been added to the establishment. These, with the 1,340 officers already on the establishment, make up the number of over 2,000 officers drawn from the Mercantile Marine, now holding commissions and engaged in active service afloat. That number does not, of course, include the officers drawn from the Royal Naval Volunteer Reserve, the Royal Fleet Reserve, and the reserve of retired officers. The Imperial Merchant Service Guild notes with pride that Admiral Sir John Jellicoe is the son of an officer in the Mercantile Marine, the late Captain John H. Jellicoe, of the Royal Mail Steam Packet Company.

THE TWO SERVICES.

Not for a hundred years has the close relation existing between the Royal Navy and the Merchant Service been so clearly demonstrated. Historically, the Mercantile Marine is the senior services; for it was the existence of the trade ships which made necessary the creation of men-of-war to guard them. At first, merchant ships used to guard themselves. When ships were built solely for fighting purposes, the trade ships continued to be armed and upon occasion were hired by the King to serve as fighting ships in the Navy, whence, when the war was done, they returned to commerce. The old relation has now been resumed. Incidentally, it may be observed that the right of the merchant ship to resist capture is still recognised by international law. Moreover, according to a statement on the subject published in the *Journal of Commerce*, a merchant ship is bound by the law to resist in certain circumstances. The master or commanding officer "who yields his goods or ship to any 'pirates' or sea rovers whatsoever without fighting" shall, upon proof made in the High Court of Admiralty, be from henceforth incapable of taking charge of any English ship or vessel, etc. Here was a contingency which, perhaps, was not contemplated by the Germans, learned as they are, when they turned pirates. A case in which Mercantile Marine officers successfully outwitted a German cruiser is narrated in the *Journal of Commerce*. (It was foretold some years ago by Mr. Kipling, in his story of the adventures of the *Hatfield*.) The British S.S. *Southport* was captured by an enemy cruiser in the South Sea Islands; her engines were disabled; and the German cruiser departed for a season. When she returned there was no *Southport*. Captain A. Clapet and his officers, Mr. J. C. Dodd and Mr. V. Shears, with the engineers, repaired the engines by virtue of tremendous toil, and proceeded to Sydney, where they received a public welcome. The ensign of the *Southport* was put up to auction, and the people of Sydney paid £300 for it, and gave the money to the local war fund.

CURIOUS POSITION AT SHANGHAI.

The *Times* Shanghai correspondent writes, under date 31st March:—British merchants here deplore the Government's decision to permit exporters to support German houses in China. By prohibiting such trading the Government would not reduce the volume of British exports, as the trade would merely be concentrated in British hands, and the only injured parties would be those merchants who are now fostering German interests.

The effect of such trading on Chinese minds is extremely detrimental to British prestige. The Chinese cannot understand why during the war they are able to contract forward for British piece goods with Germans. Apart from piece goods the greatest British engineering firms are still advertised by Germans.

It is not too much to say that this kind of support alone prevents German trade and the German name from collapsing in Shanghai. The theory that it is possible to brighten Germans in China without also indirectly benefiting Germany is manifestly absurd.

INTIMATIONS

JUST LANDED:

"HIRANO MINERAL WATER"

IN QUARTS, PINTS AND SPLITS.

Bottled by the

IMPERIAL MINERAL WATER CO., LTD., OSAKA.

By appointment to the Imperial Household of Japan, Officially Recommended by the Medical Colleges of The Imperial Universities of Tokyo and Kyoto.

(SAMPLES FREE).

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.

A NEW PAINT FOR THE EAST.

"CYGNITE"

(Registered).

"CYGNITE" is a new white paint ready for the brush specially prepared for Tropical climates.

It is common knowledge among users of White Leads and Zincs that they will not stand outside exposure in hot climates.

"CYGNITE" does not assume that glassy condition of White Zinc or the powdering off effect of White Lead.

"CYGNITE" is ideal for Household or Hospital, Yacht or Bungalow decoration.

Stocked by the manufacturers in handy pots of 7 lbs. nett.

WILKINSON, HEYWOOD & CLARK, LD.

(HONGKONG BRANCH).

ALEXANDRA BUILDING.

Telephone: 763.

[108-1]

FRENCH LESSONS

G. MOUSSON,

15, MORRISON HILL ROAD.

[544]

ASAHI BEER.

THE DAI NIPPON BREWERY



& CO. TOKIO JAPAN.

OBTAINABLE EVERYWHERE.

SOLE AGENTS:

MITSU BUSSAN KAISHA

HONGKONG.

[321]

LOCAL SPORT.

HONGKONG TENNIS TOURNAMENT.

GREEN AN EASY CHAMPION.

Before a crowd of about 800 spectators, among whom were Lady May and the Misses May, Green won the final of the Championship Singles from Ng Sze Kwong yesterday in a manner which never produced the slightest doubt as to the ultimate result. His opponent did many good things, and he would have made an even better show had "lobbing" been avoided whenever possible. Ng seemed very fond of this sort of play, and on such occasions he did not appear to be taking the game seriously. Green was dead serious throughout, and even when Ng won the third set as the result of some really skilful tennis, one could not forget the ease with which the first two sets had been won.

The first set was a tame affair, which Green won 6-3. Ng commenced in a shaky manner and Green won three straight games by a good margin. Then Ng dealt with the exchanges in a more forceful and confident manner and won three games comfortably. His "lobbing" let him down badly after this, and Green, placing beautifully and with sting, went on to win three more games and the set.

The second set, 6-1 in favour of Green, describes itself, and was won so easily that Ng's recovery in the third came as a surprise. The light became most awkward in this set, but this did not appear to interfere with the players to any marked extent. Ng played so well after Green had the lead by three clear games that he made the scoring four all. The eighth game was strenuously contested, and there were eight successive deuces. Ng followed this up by winning a love game so confidently and cleverly that his admirers became quite hopeful. He continued to improve and went on to win the next game and the set.

Green commenced the fourth set in a vigorous manner and scored quickly with lightning returns and placing which completely non-plussed Ng. Three successive games were won by Green. Then Ng struggled gamely and secured the fourth and his only game, the next three going to Green, who won the Championship as follows: 6-3, 6-1, 4-6, 6-1.

The general tactics and always superior ability of Green told throughout. Ng must be complimented, however, on making a much better opponent than most people imagined would be the case. Apart from his too frequent "lobbing" the University player was responsible for some remarkable tennis in patches. Had the good play which he introduced in the set which went to him been sustained Green might have been forced to utilise all his abilities to win. As it was the result could never have been seriously doubted, and the Championship was won by a player who was generally in a different class to his opponent.

THE CHAMPION TO MEET VISITOR.

Green having won the Championship for 1913 desires to meet Mr. H. A. Nisbet, the winner of the Championship for the years, 1912, 1913 and 1914, and a match has been arranged between these two players on Championship lines, and will take place on the Club ground on Friday 14th May at 4.50 p.m. The Committee will erect stands for reserved seats, and a charge of \$1. for tickets (including entrance to the ground), and a charge of 50 cents entrance (standing room) will be made, the whole of the receipts of which will be handed over to the Prince of Wales Fund.

As this match will probably be the finest exhibition of tennis ever seen in the East there will doubtless be a large crowd to witness the game, which will be the best of five sets, and it is very desirable to book seats early. Booking may be done at Moutries. There will be a perfect view of the game from every seat. If for any reason the match is postponed tickets will be available on the day the match takes place, and in the remote event of the match being cancelled all money will be returned upon return of any tickets taken. Arrangements have been made so that there will be no Volunteer or Reserve Drills on the 14th instant.

OTHER GAMES.

Other games which were played last evening resulted as follows:—Handicap Singles, "A"—Hall (rec. 5/8), beat Crook (rec. 15/1), 6-3, 6-4. Hall passes into the final.

Handicap Doubles.—Nisbet and Phelps (ove 30) beat Lindsay Woods and Woodcock (rec. 15), 6-3, 6-4. The winners go into the final.

ROYAL HONGKONG YACHT CLUB.

The season's racing concluded on Saturday, when the yachts of the Handicap and One-Design Classes competed for the Commodore's Cup.

Course:—From Club-house to Lyemoo Beacon (P), Kowloon Rock (P), Mark Boat off Club-house (P), Channel Rocks (S). Distance 9.4 miles.

The wind was very "flukey" and changeable, and only three yachts finished, viz., *Dione*, *Kathleen* and *Rolla*, the others having given up off the Club, as the wind dropped entirely.

Dione established a good lead on the run from the Beacon to Kowloon Rock by hugging the north shore and, getting round the second mark first, followed by *Kathleen* and *Rolla*, made further progress on the beat to the Mark Boat.

The race was practically decided at this point, although *Kathleen*, by picking up a puff on the last leg in from Channel Rocks, pulled down *Dione's* lead considerably.

The corrected times were as follows:—*Dione* 4 07 27
Kathleen 4 09 00
Rolla 4 20 11
La Linda D. N. F.
Dorothy D. N. F.
Aysha D. N. F.
Ailsa D. N. F.

After the race, the Commodore, Mr. F. Smyth, referred to the excellent season which had just been terminated. The number of starters in all classes had been very gratifying. He hoped that next year would show a well sustained interest in yachting and also that some new boats would be forthcoming in order to keep the oldest sport in the Colony abreast of the times.

The prizes were then graciously presented by Lady May as follows:—Commodore's Cup.—*Dione* (H.E. The Governor).

Handicap Class Championship.—1st, *La Linda* (Mr. A. L. Shields); 2nd, *Dione*.

One-Design Class Championship.—1st, *Ailsa* (Capt. T. Arthur).

Cruiser Championship.—1st, *Scotengden* (Messrs. Blair and Lowe).

Scotengden Cup (Presented by Messrs. D. K. Blair and A. R. Lowe).—Won by *Miranda* (Mr. G. K. Hall-Bruton).

The proceedings terminated with three cheers and a "tiger" for Lady May, who was presented on behalf of the Club with a bouquet.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council is called for this afternoon:—

The orders of the day include the following:—

First reading of a Bill intitled, "An Ordinance to amend the Trading with the Enemy Ordinance, 1914, and for purposes connected therewith."

First reading of a Bill intitled, "An Ordinance to amend the Rating Ordinance, 1901."

First reading of a Bill intitled, "An Ordinance to authorize the Appropriation of a Supplementary Sum of Seven hundred and eighty-seven thousand two hundred and fifty-two dollars and twenty-six cents, to defray the Charges of the Year 1914."

Second reading of the Bill intitled, "An Ordinance to provide for the incorporation of the Mother Superior in tals Colony of the Society of the 'Seurs de Saint Paul de Chartres' by which the institution known as the Asile de la Sainte Enfance and as the French Convent is carried on."

Second reading of the Bill intitled, "An Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons."

Second reading of the Bill intitled, "An Ordinance to amend the Alien Enemies (Winding up) Ordinance, 1914, and to give power to stay actions against alien enemies."

GERMAN SUPPLY SHIPS.

FOR THE PACIFIC FLEET.

The Sydney *Sun* recently published the diary of a German sailor killed in the *Scharnhorst*. It shows that the German Pacific Fleet, which disappeared early in July, was met regularly by supply ships arranged for before the war. At Honolulu 37 German-American volunteers shipped aboard the *Yumborg*. An engagement with the Australian ships was carefully avoided, Admiral Sir George Patey's Fleet only once being anywhere near.

The *Dresden* was chased by four British cruisers and the *Leipzig* escaped from a Japanese cruiser before they were finally rounded up.

A Japanese mission recently arrived at Havre, and has been received by the British Base Commandant. The mission, which is composed of a colonel and four majors, accompanied by a major of the Russian Army, visited the Belgian Premier and several of the military authorities.

SHOOTING OF BRITISH PRISONERS.

GERMAN DESERTER'S COLD-BLOODED CONFESSION.

The Rotterdam correspondent of a London paper tells the following story of the shooting of British prisoners as related by a German deserter from the 25th Prussian Infantry Regiment:—

I listened to this summary of Kahlmann's adventures during seven months' service, dragged from him a few words at a time by a neutral friend who speaks German.

"He has very confused impressions of many things," said my friend. "Like many German soldiers, he knows nothing of military operations beyond his own daily routine in the trenches."

"For instance, he thinks he fought at Neuport, and that he was within a few miles of Paris. He believes the stories he heard of successive defeats of the English. He can only speak authoritatively of what he saw."

"Ask him," I said, "whether he knew of an order being issued to the German troops that they were not to take any English prisoners."

Kahlmann answered the question with a decisive "Ja."

"The Bavarian Crown Prince published it to his army," he continued, "and we were told: 'Samtliche Engländer abzuschießen.' My own regiment killed Englishmen who had surrendered."

"Do you think it was right?" asked my friend.

Kahlmann stared. "It was an order," he said.

"When did this happen?" asked my friend.

Kahlmann pondered for a moment. THE SLAUGHTER.

"It was at the end of November," he said, "near Moorslede (a village nearly half-way between Roulers and Menin, east of Ypres). My regiment captured twenty Englishmen, including four or five officers. The sixth company, of which I was a member, had to shoot them. The officer in charge of the execution was Oberstleutnant Hans Kruger. Our captain was named Michael."

"The Englishmen were stood up and shot. That is all. They did not say anything."

"Was there any reason given for shooting them?" asked my friend.

"Yes," said Kahlmann, "we heard afterwards that they were the men who had mined the bridge at Liège, so that when our troops crossed the bridge was blown up and many soldiers killed."

The ignorant Prussian soldiers believed that Liège was a village near Moorslede. As a matter of fact, it is a town on the River Nethe, south-east of Antwerp. During the siege of Antwerp, some weeks before the massacre of English soldiers at Moorslede, the advance of the investing army under the Bavarian Crown Prince was considerably delayed by the blowing up of all the Nethe bridges. None of the bridges were repaired.

"The Englishmen were stood up and shot. That is all. They did not say anything."

"No," said Kahlmann. "I think the figure '8' was on the shoulders of their jackets."

"What happened after you shot them?"

"We buried them in a field," said Kahlmann simply.

"That was all he could tell. He regarded the executions as quite justifiable—not because of the allegation about a mined bridge, because his officers said the men must be shot."

"He did not desert because he was horror-stricken at the Prussian method of making war—he still believed, although an outcast and a man without a country, that 'everything was right.' He voluntarily risked death to go into exile because he was tired of sleeping in the mud and living in an inferno of bursting shrapnel and bayonet attacks."

"He had learned an lesson from the campaign, like his comrades who are still in the trenches."

"The English," he said, "They fight well. You cannot make them run. My friend asked Kahlmann whether he would write his allegation that British prisoners had been shot in cold blood. He meditated a long time, pencil in hand, obviously unused to putting his thoughts on paper."

Finally he laboriously evolved the following sentence: "The Englishmen were shot near Moorslede by the 6th company, 25th Prussian Infantry Regiment, because they signed his name."

AUSTRIAN VIEW OF BRITISH DIPLOMACY.

A characteristic view of British diplomacy is put forward, for Austria, by the *Deutsche Tageszeitung*. "We learn that Messrs. Grey and Asquith have been good enough to inform the Press that the continued existence of the Austro-Hungarian Empire is a European necessity, adding that England could not permit any permanent weakening of the Dual Monarchy. This is indeed, noble. Probably we shall soon read in that good British Press that the 'old traditional friendship between Great Britain and Austria, which has ever been a blessing to European equilibrium and to the welfare of humanity, will be preserved in all its sanctity for the future. As a matter of fact, the 'traditional friendship' between Great Britain and Austria, like that English 'King's evil,' has never resulted in anything except the decay of the spiritual system of Austrian politics and the prostration of Great Britain. The secret of this amiable anxiety is to be found in the desire of England to bring her influence to bear on Austro-Italian relations, to obtain for herself a concession from Austria in the shape of a coaling station or fleet bases in return for a promise that Russia will never leave her alone if only she will forsake the alliance with Germany."

PLOT TO BLOW UP A LINER.

THE EXPLOSION ON THE "TOURNAINE" IN MID-OCEAN.

AN ARREST IN PARIS.

The Parisian police a month ago effected an important arrest in connection with the fire that broke out on March 7 on the packet boat *Touraine*, some 1,400 kilometres from the French coast.

Having established that the fire followed on an explosion in the luggage compartment of the first-class passengers, several of the latter were interrogated. These asserted that during the voyage they were shocked by the attitude of a certain gentleman who one evening when two conversations turned on the German threat to sink any vessel traversing the danger zone, said, with a laugh, "Oh, the threat will be carried out beyond the war zone. Germany is quite strong enough to do just what she wishes. Even this very boat on which we now are may find itself in need of hospital attendants before she reaches the danger zone."

TRACKING THE ACCUSED.

The authorities have now examined one of the travellers, a man named Raymond Swoboda, thirty-eight years of age, described on the ship's books as an American subject and financier, travelling to Paris. They lost no time in tracking him down. Swoboda was arrested at the Hotel Place Rivoli, whither he had gone after having changed hotels several times.

The investigation left no doubt of his guilt. From a lengthy correspondence written in German, it appears that Swoboda embarked at New York on February 27, charged with the mission of blowing up the *Touraine*. He has been brought back to Havre on charges of incendiarism and voluntary intercourse and correspondence with the enemy.

Swoboda formerly was employed in the Grande Banque Parissienne. He had genuine qualities as a financier, and for some time was American correspondent of an honourable Parisian stockbroker. He lived in high style, explaining his prosperity on the ground of fruitful speculation in America. He always asserted his status as an American subject, while in Paris he passed for a Russian.

PRISONER'S ANTECEDENTS.

Raymond Swoboda always claimed to have been born in California, and spoke French with strong German accent. He recently went to the *Figaro* and offered to go to Germany on behalf of that journal, where he said he could easily go and write an article on the internal conditions of the country. This was refused, as the editor of the *Figaro* believed that Swoboda was a German.

The latter, who was once very wealthy, married prior to the war a well-known Swiss opera singer who is now singing in the Geneva Grand Opera. When the war broke out there were frequent disputes between Swoboda and his wife on account of the man's pro-German sympathies, and the singer went to Geneva.—*La*.

THE HONGKONG VOLUNTEERS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

1.—Parades for to-day (Thursday). N.C.Os. and men on duty at Headquarters under Officer on duty.

5.10 p.m. Centre Section M.G. Co. Company drill at Kowloon Docks. Launch leaves Statue Pier at 4.30 p.m.

5.30 p.m. Nos. 1 and 2 Sections Artillery Battery and Left Section M.G. Co. 10 pdr. gun drill at Gun Club Hill, Kowloon. Drivers are not required at this parade.

5.30 p.m. Right Section M.G. Co. Squad Drill and Rifle Exercises at Headquarters.

5.30 p.m. No. 4 Section Scouts Co. Aiming Drill and Musketry exercises at Headquarters.

5.30 p.m. Civil Service Co. Bayonet fighting at Headquarters.

DETAILS.

2.—On duty at Headquarters 50 N.C.Os. and men on duty at 1, 2, and 3 Sections Scouts Company.

Officer on duty (and Orderly Officer): Lieut. Weall.

Orderly Sergeant: Sergt. Hogarty. Medical Orderly: Sergt. Davies.

To furnish guard at Headquarters:—7 p.m. to-day to 7 a.m. to-morrow: Nos. 1, 2, and 3 Sections Scouts Co. 7 a.m. to 7 p.m. 7th inst.: No. 4 Section Scouts Company.

G. E. SWEENEY, Capt., Adjutant, H.K.V.C.

THE VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, C.O., H.K.V.C.

HONGKONG, 5th May, 1913.

MAIN GUARD.—B Company will relieve the H.K.V.C. at 7 a.m. on May 8th and remain on duty until 7 a.m. on May 15th. The main guard will find the guards at Volunteer Headquarters from 7 p.m. to 7 a.m. as heretofore.

The Day guard of 1 N.C.O. and 3 men will be found by the following details, the respective Section Commanders being responsible and reporting to the Orderly Officer:

Saturday, May 8th, Section 3 of A Co. Sunday, May 9th, Section 4 of A Co. Monday, May 10th, Section 1 of A Co. Tuesday, May 11th, Section 2 of A Co. Wednesday, May 12th, Section 1 of C Co. Thursday, May 13th, Section 2 of C Co. Friday, May 14th, Section 3 of C Co.

DETAILS.—Orderly Officer: Lieut. J. W. C. Bonnar.

Orderly Sergeant: Lieut. Sergt. J. Oxberry.

Orderly Corporal: Lieut. Corp. J. C. Logan.

Medical Orderly: Corp. Watt.

EXAMINATIONS.—The Licensing Officer has notified his intention of examining all N.C.Os. during next month.

All candidates for future promotion to non-commissioned rank should submit their names to the Adjutant. They will be required to pass an examination.

W. L. CARTER, Capt., Adjutant, H.K.V.C.

The Communal authorities in East Prussian villages and the *Forwerts* newspaper have investigated charges against Russian soldiers of having assaulted women and set fire to property during the invasion, and have found that almost all the stories were pure invention.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.)

Ex "LAOMEDON,"
A NEW STOCK OF
LACE
CURTAINS

BRITISH MANUFACTURE
OF THE BEST QUALITY.

THESE GOODS ARE SPECIALLY MADE
FOR US AND WILL

WASH AND WEAR WELL.

4 Yards $4\frac{1}{2}$ and 5 Yards Long.

EFFECTIVE DESIGNS IN
WHITE AND IVORY.

From \$5.50 to \$25.00 Per Pair.

LANE, CRAWFORD & CO.

WM. C. JACK & CO., LTD.,
14, DES VCEUX ROAD, HONGKONG.

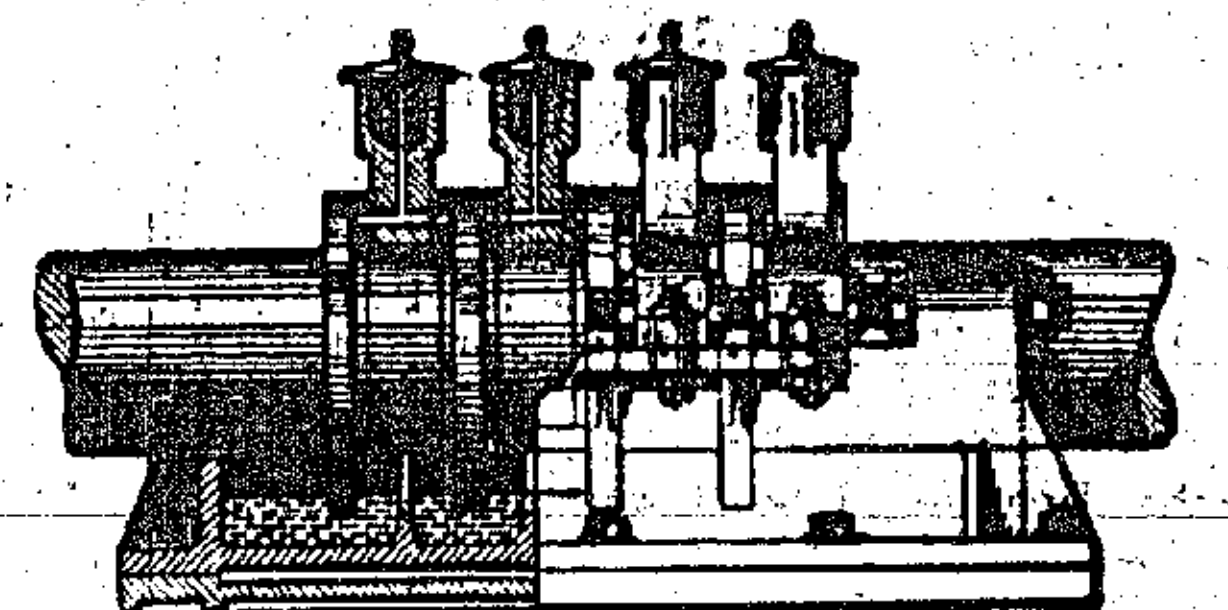
SUPPLY ALL KINDS OF MACHINERY AND ELECTRICAL PLANT FOR
LIGHTING OF TOWNS, FACTORIES AND PRIVATE RESIDENCES.

Agents for W. E. WATSON'S

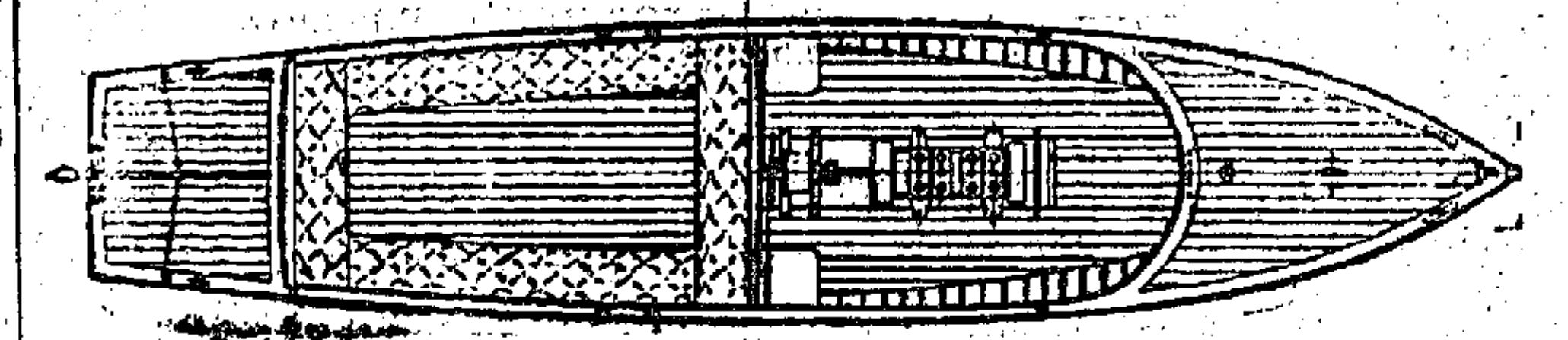
Marine Bearing Metal, for the

Heaviest Marine or Locomotive

Bearings.



BUILDERS OF RIVER STEAMERS, MOTOR BOATS AND LAUNCHES.



DECK PLAN OF OUR HARBOUR MOTOR BOAT "JESS."

Estimates and Plans Submitted for—

ELECTRICAL EQUIPMENT.

MACHINE TOOLS.

STEAMERS AND LAUNCHES.

DREDGES AND LIGHTERS.

Electro-Plating and Electric Repair Shops, WANCHAI.

ENGINES AND BOILERS.
PUMPING AND IRRIGATION MACHINERY.
RAILWAY ROLLING STOCK AND EQUIPMENT.

"HONGKONG DAILY PRESS"
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF

THE FAR EAST \$10.00

Do. Do. Smaller Edition 6.00

CHILDREN OF FAR CATHAY, a

Social and Political Novel, by C.

J. H. Halcombe 8.50

THE JUBILEE OF HONGKONG,

being an Historical Sketch, to

which is added an Account of the

Celebrations in 1891 1.30

THE HONGKONG TYPHOON, Sept.

18th, 1890, Illustrated Account 0.50

TEMPORARY MINING REGULA-

TIONS IN CHINA 0.50

REGULATIONS FOR RAILWAY

CONSTRUCTION IN CHINA 0.50

HONGKONG HANDBOOK REPORTS

OF THE MEETINGS OF THE

LEGISLATIVE COUNCIL, Pub-

lished Annually 5.00

MOUNTINGS OF NAVAL GUNS and

their Subsequent Use with the

Ladyship's Relief Column 1.00

WARRIOR EXPLOITS OF THE

MERCHANT NAVY, by J. E.

Featherstonhaugh 1.00

POLITICAL OBSTACLES TO MIS-

SIONARY SUCCESS IN CHINA 0.25

TRADE MARK REGULATIONS IN

CHINA 0.25

MISSIONARY DIRECTORY, paper

cover \$0.80

MISSIONARY DIRECTORY, cloth

cover 1.35

FROM HONGKONG TO CANTON,

BY THE PEARL RIVER—"A

Book for the Globetrotter," by

Capt. C. V. LLOYD, with Maps

and Itineraries 1.75

HONGKONG WEEKLY PRESS, half-

yearly vol., bound 7.50

SIXTY YEARS ANGLO-CHINESE

CALENDAR, 1834 to 1923 1.00

RATES OF EXCHANGE AT HONG-

KONG, English Mail days 1874-

BOMBAY RATES OF EXCHANGE

AT HONGKONG, English Mail

Days, 1883- 1.00

CALLED OUT: or the Chung Wang's

Daughter, an Anglo-Chinese Ro-

mance, by Chas. J. H. Halcombe...

NEW ADVERTISEMENTS

"GLEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.FROM MIDDLESBOUGH, IMMING-
HAM, LONDON, GENOA,
COLOMBO AND STRAITS.THE Steamship
"GLENLOGAN."

Captain E. J. Stallard, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at the wharf into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 12th inst., at 10 A.M. All Claims must be presented within FIVE DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to sale.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 5th May, 1915. [563]

HONGKONG CLUB
NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the HONGKONG CLUB will be held in the Club House on MONDAY, 10th May, 1915, at 5.15 P.M.

Business as set forth in the Notice posted in the Hall of the Club.

By Order,
E. DES VOEUX,
Secretary.

Hongkong, 29th April, 1915. [56]

NOTICE.

FROM this date Mr. O. I. ELLIS
Cassos to Sign our Firm per
Procuration.
E. D. BASSOON & Co.
Hongkong, 1st May, 1915. [562]

THE HONGKONG LAND RECLAMA-
TION CO., LTD.

UNTIL further Notice Mr. EDGAR
BRUCE SHEPHERD has been
appointed Acting Secretary.
By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, 20th April, 1915. [560]

G. R.
NOTICE.

ALL Persons applying to the PROVOST
MARSHAL for Passes are requested in
future to apply between the hours of 9 A.M. to
1 P.M. and 2 to 4 P.M. daily.
Hongkong, 16th February, 1915. [559]

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL
EXAMINATIONS.

NOTICE IS HEREBY GIVEN that the
MATRICULATION, SENIOR and
LOCAL EXAMINATIONS will be held on
the following dates—
JULY 12th—17th, 1915.

Arrangements will be made to hold the
Examinations at any town where a
sufficient number of candidates offer themselves.
Candidates must send in their Names to the
Registrar, with the fee, not later than June
1st, 1915.

Examination Fee \$10 (Hongkong Currency).
Forms of Entry and all particulars may be
obtained on application to the REGISTRAR,
UNIVERSITY, HONGKONG.

TWO KING EDWARD VII SCHOLARSHIPS of
£40 a year each, for five years, will be awarded on
the results of the MATRICULATION Examination.
These Scholarships are tenable by British
subjects only who must be under the age of 21
on the 1st July. A Candidate who wishes to
compete must, on or before the first day of the
Examination, deliver to the Registrar proof
that he is a British subject.

One School ship will be tenable in the Faculty
of Arts, the other in any Faculty.
Hongkong, 6th May, 1915. [560]

A Vendre aux enchères publiques deux
Unions & d'éclairage le paddy ainsi &
Cholon (Cochinchine française) avec magasin,
matériel et outillage appartenant aux Sociétés
"RIZIERIE ORIENT" et "RIZIERIE
UNION."

La Rizerie "Orient" outillée avec un matériel
"Douglas et Grant" entièrement neuf peut
produire environ 500 tonnes de riz blanc par
24 heures.

La Rizerie "Union" outillée partie avec un
matériel "Douglas et Grant" en bon état et
partie avec un matériel "Schule" en excellent
état d'entretien peut produire environ 300
tonnes de riz blanc par 24 heures.

Il existe un matériel d'outillage comprenant une
chaudière 35 cv, une pompe à vapeur dont la cession
pourrait être consentie à prix d'indemnité aux
adjudicataires des Rizeries.

A défaut d'adjudication, ce matériel sera vendu
aux enchères.
La vente n'aura lieu que si les offres atteignent
250,000 de Saigon pour la Rizerie "Orient"
et 140,000 pour la Rizerie "Union".
Les offres et les demandes de renseignements
sont reçues à l'Etude de Maître Gign-Papin
notaire à Saigon (Cochinchine française).
Code A. B. C. 5th édition.
Adresse Télégraphique GENDREAU Saigon.

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY
MEETING of SHAREHOLDERS
will be held at the Office of the Undersigned
on MONDAY, the 10th May, 1915, at
11.30 A.M.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th April, to the
10th May, 1915, both days inclusive.
JARDINE, MATHESON & Co., Ltd.,
General Agents.
Hongkong, 26th April, 1915. [527]

THE HONGKONG ELECTRIC CO.,
LIMITED.

NOTICE IS HEREBY GIVEN that
the TWENTY-SIXTH ORDINARY
GENERAL MEETING of the SHARE-
HOLDERS will be held at the Company's
Office, 51 George's Buildings, on SATUR-
DAY, the 22nd May, 1915, at 12 o'clock Noon,
for the purpose of presenting the Report of the
Directors together with a Statement of Accounts
to 28th February, 1915, and electing Directors
and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 8th May to the
22nd May, 1915, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1915. [509]

HONGKONG TRAMWAY COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
COLONIAL (Hongkong) REGISTER
of the Company will be Closed from SATUR-
DAY, 1st May, 1915, until SATURDAY, 29th
May, 1915, both days inclusive.
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 26th April, 1915. [543]

THE HONGKONG ICE CO., LTD.

APPLICATION has been made to the
General Managers to issue to CHOW
YAU KUM duplicate Certificate for 10 Shares
in the above Company upon the statement that
the Original Certificate
No. 2050/3059—10 Shares
HAS BEEN LOST.

NOTICE IS HEREBY GIVEN that if
within 30 days from date hereof no claim or
representation in respect of such Original
Certificate is made to the General Managers
they will proceed to deal with such application
for a duplicate.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 26th April, 1915. [545]

YOKOHAMA.

BLUFF HOTEL.

No. 2, BLUFF.

HEALTHY LOCATION AND
BEAUTIFUL VIEW.EXCELLENT CUISINE AND HOME
COMFORT.
MODERATE TERMS. [546]

FOR SALE.

All kinds of
FOREIGN POSTAGE STAMPS
ALBUMS,
and otherPHILATELIC GOODS,
at Prices to suit any Buyers.

GRACA & CO.

CAINE ROAD, No. 11A.

Hongkong, 1st April, 1915. [465]

NEW CARTRIDGES.

BY popular English Manufacturers.
In all Bore and Sizes.SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SS9. at \$5, 47 and
17.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS
STORE.Photographic Goods of Every Description
in StockDeveloping, Printing and Enlarging.
Canton & Paris in Various Shades.Telephone 219.
Hongkong, 4th February, 1915. [516]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1914.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILEY PRESS OFFICE.

Hongkong, 26th February, 1915.

HOUSES TO LET

TO LET.

ON the 1st of May, No. 27, CONDUIT
ROAD, Very Large Dining and Drawing
Rooms, Three Excellent Bed Rooms and Bath
Rooms; well furnished throughout.
Apply to—
Messrs. PERCY SMITH, SETH &
FLEMING.
Hongkong, 5th May, 1915. [558]

TO LET.

A HOUSE in TORRES BUILDINGS,
Kimberley Road, Kowloon.
Apply to—
SPANISH DOMINICAN
PROSECUTOR.
Hongkong, 16th April, 1915. [501]

TO LET.

A HOUSE at Observatory Villas, Kowloon.
Apply to—
ARRATON V. APCAR & Co.
Hongkong, 16th March, 1915. [393]

TO LET.

GODOWN, No. 84, Praya East.
Apply to—
KWONG SANG HONG, Ltd.,
No. 248, Des Vaux Road Central.
Hongkong, 19th February, 1915. [305]

TO LET—AT THE PEAK.

No. 2 STEWART TERRACE,
Furnished and newly done up.
Apply to—
H. E. POLLOCK,
Prime's Building.
Hongkong, 26th January, 1915. [53]

TO LET.

A HOUSE in Kowloon Terrace
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [45]

TO LET.

FLATS in Nathan Road, Kowloon.
A FLAT in Humphrey's Buildings, Kowloon.
"PENTHOUSE" Mansion Row, Kowloon,
6-Roomed House with Tennis Court.
1 and 2, MINDEN VILLAS, Kowloon,
5-Roomed House with Tennis Court.
FOUR-ROOMED HOUSES in Humphrey's
Avenue, Gordon Terrace and Salisbury Avenue,
Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 26th April, 1915. [260]

TO LET.

OFFICES in CLIFTON GARDENS,
Conduit Road.
OFFICES, facing the Harbour between the
Hongkong Club and Post Office.
58, THE PEAK, "THE RETREAT."
21, WONG-NEI-CHONG ROAD.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, 1st April, 1915. [38]

TO LET.

OFFICES in St. George's Building,
Second Floor, Overlooking Harbour
immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [391]

TO LET.

THE GROUND FLOOR of No. 6, DES
VOUX ROAD CENTRAL, occupied
by Madame Gains, etc.
Apply to—
DAVID BASSOON & Co., Ltd.
Hongkong, 10th February, 1915. [272]

TO LET.

QUEEN'S BUILDING.
TO LET, the South-West portion of the
FIRST FLOOR, including Treasury
on Ground Floor, lately in occupation of the
German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.
Hongkong, 1st March, 1915. [36]

TO LET.

ALEXANDRA BUILDINGS,
VERY CONVENIENT OFFICES
and ROOMS. Including a Fine Commodious
Suite.
Apply to—
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, 23rd October, 1914. [38]

TO LET.

"BISHOP'S LODGE SOUTH," No. 11,
THE PEAK, Unfurnished, 5 Rooms.
No. 1, CAMEL VILLAS, No. 61, THE
PEAK, Furnished. Immediate possession.
No. 3, DES VOUX VILLAS, 52, Mount
Kellett, The Peak (Furnished or Unfurnished).
No. 25, BELLIOS TERRACE, with
entrance on Conduit Road.
No. 27, BELLIOS TERRACE, with
entrance in Conduit Road. In very good order.
3 ROOMS, suitable for Offices, 1st Floor,
Queen's Road Central.
"WESTWARD HO," Bonham Road.
"EGGESFORD," Nos. 124, THE PEAK,
Unfurnished (3 Rooms), from 1st May, 1915.
"MERION," No. 6, THE PEAK, Unfurnished
(6 Rooms).
ROOMS in BEACONSFIELD and 55,
ELGIN TERRACE.
No. 3, DES VOUX VILLAS, 51, PEAK
(Unfurnished).
ROOMS, suitable for Offices, on the First
Floor of No. 3, DUNDRELL STREET.
No. 59, THE PEAK (CAMEL VILLAS).
Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 4th May, 1915. [43]

INTIMATION

A. S. WATSON
& CO., LTD.

ESTABLISHED 1841.

AERATED WATER
MANUFACTURERS

FORMAZONE.

A REFRESHING, INVIGORATING
and PALATABLE drink particularly suited
for Tennis and Bathing Parties.

PINTS \$1 PER DOZ.

SPLITS 60 CTS. " "

PYERIS.

Chemically an exact reproduction of a well-
known German spring, at half the price. Blends
Perfectly with Spirits, especially Whisky. Once
try a Whisky Pyeris and you will ask for it
again.

PRICES—

\$0.85 PER DOZ. PINTS.

\$0.50 " " SPLITS.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in
the Far East. The real charm of Stone Ginger
Beer is the favour produced by partial
fermentation, without this no Stone Ginger
Beer can be said to be genuine.

PRICE:—\$0.85 PER DOZ.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its
"Dryness" is a feature which has helped to
give this drink the popularity it so well
deserves.

PRICES—

\$1.00 PER DOZ. PINTS.

\$0.60 " " SPLITS.

A. S. WATSON & CO.
LIMITED.

[13]

BIRTHS.

NELSON.—On April 29th, at the Shang-
hai, to Mr. and Mrs. J. NELSON, a
son.

BENJAMIN.—On April 29th, to Mr. and
Mrs. D. H. BENJAMIN, of Shanghai,
a son.

MARRIAGES.

BURNE-CORNER.—On April 29th, at
Shanghai, ALFRED ARCHIBALD BURNE
to ALYS MAUD CORNER, of Killara,
Sydney, N.S.W.

BUTTERWORTH.—On 31st March,
at Holy Trinity Church, Marylebone,
HAROLD THORNTON BUTTERWORTH, to
KATHLEEN LLOYD EVANS, widow of the
late P. de T. EVANS, of Shanghai.

HONGKONG OFFICE: 10A, DES VOUX ROAD C.
LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 6th, 1915.

REFLECTIONS ON WAR.

Some very different expressions of
opinion are being given as to the effect
on the world of the present war.
Roughly, these opinions may be divided
into two classes, the optimistic and the
pessimistic, but in both these classes there
are all grades of belief, ranging from
the idea that the present conflict means
the final extinction of war to a belief
that humanity has reached the last stage
of degradation and is now merely await-
ing decent extinction. The holders of
these extreme beliefs are probably few in
number. The optimism which can believe
that our mortal failings can be obliterated
by indulging in them; that pugnacity,
hatred and rapacity can be charmed away
by giving them full rein, is an optimism
of too gross and replete a constitution
to suit the everyday man. Self-interest
no doubt plays a strong part, and the
enormous expenditure which modern war
requires, now being fully realised, may
serve to keep the peace in future up to
certain limits. Beyond these we have no
hope that human nature will not be the
same to-morrow as it is to-day. Man has
made enormous material progress since
he ran wild and naked in the woods,
but his moral progress has been nothing
so great in proportion. As for the other
extreme, the belief that humanity is now
tottering to extinction in a halo of
bullets and shells, it is equally impossible

of acceptance. There can be no doubt
that human progress suffers from actions
and reactions; that a swift forward move-
ment is generally followed by a halt and
even a retreat; but there is nothing to
indicate that mankind has lost the vital
power to recover from even the most
serious periods of degradation. Towards
the latter years of his life HERBERT
SPENCER, who, now that German philoso-
phy is exploded, may come to enjoy a
little respect among his own countrymen,
expressed the view that a period of re-
barbarisation had set in, and that any
attempt to check it would only make it
last the longer, thus implying that he
did not regard it as other than a passing
phenomenon. The extreme views of the
effect of the war may thus be discarded,
the truth lying, if anywhere, in the
golden mean. Among those holding less
extreme views are still to be found, how-
ever, great differences of opinion. There
are some who hold, perhaps unconsciously,
fatalistic views, and even refer to the
Scriptures for proof that the conflict was
foretold in prophecy, apparently forget-
ting that this would transfer the crimes
of man to his Creator's shoulders, a
thought from which the mind recoils, even
although the war were to bring a purer
regime in its train. Others, again, reach
the same end by seeing an ennobling and
purifying effect in war; a kind of purge,
they think it, which will take away all
man's sins and leave him with a stronger
faith and a more kindly outlook.
Against these must be set those who, with-
out seeing an eternal degradation of
mankind as the sequel, contemplate a
temporary degradation which will set
back the clock of humanity and postpone
the millennium. In these opposing ranks,
again, are to be found all classes,
especially those whose views are worthy
of consideration. In its material aspects
there can be no doubt that war is an evil.
It involves the destruction of a large
part of the savings of mankind, not so
much the savings represented by currency
and goods, but the savings represented by
the surplus labour not required for the
production of necessities. It also
involves the destruction of a part of the
vitality of a race. It is the young and
strong who fight their country's battles
and who perish in the cause. To the old
and feeble is left the continuation of the
race, and however small the proportion
of vitality thus eliminated, it must have
its effect. Such gigantic struggles as
the Thirty Years' War and the Napoleonic
conflict left a mark which was only too
visible long after they had become matters
of history, and the present war will
undoubtedly tend to throw Germany back
from this cause alone. These, with other
reasons, seem to show that from the
material point of view war is an evil.
In regard to moral aspects there is some-
thing to be said on both sides. The self-
sacrifice it enjoins cannot but awake the
better side of man's nature. Even
though the brave perish, the living gain
something in contemplation of their noble
deeds. The thrill which every sensitive
soul must feel when he reads of deeds
nobly done without thought of self must
tend to awake the mind to something
better than the petty cares of life, which
too often engross us. It is this aspect of
war—the self-sacrifice and unselfishness
it calls forth—which has attracted so much
attention among those who like to dwell
on the brighter aspects. Yet here again
the opposite side of the picture should
not be forgotten. In a letter from an
officer written during the earlier days
of the war, there was a pregnant phrase:
"It is not nice work killing a man." A
whole philosophy of the moral effect of
war might be constructed on those words,
which to the hopeful might even seem to
sound the death-knell of appeals to the
sword. It is true that modern methods
have removed much of the apparent
brutality of war. Our blue-jackets no
longer board the enemy's vessels with cut-
lasses held in their teeth, as in the good
old days of Captain MARSHALL; they
slaughter each other with scientific pre-
cision at a distance corresponding roughly
to the horizon. Our soldiers fight with
equal effectiveness out of sight of the
enemy. But for the latter there comes a
time when the old hand-to-hand conflict
decides the day, and the killing of a man
is necessary. On such occasions, it is said,
the soldier "sees red," a significant
phrase in itself. One wonders, however,
whether the sanctity of human life does
not become a mere phrase not only to those
who do the killing but to those who read
of it. Is the moral tone of a nation
raised by the reading of tales of
slaughter? War is war and will remain
war, even though we save over the ugly
some with those deeds of heroism and self-
sacrifice which rightly command our
praise.

The hearing of the Stanley man-
slaughter case concluded at the Criminal
Sessions yesterday, the jury finding the
two prisoners not guilty.

Mr. J. F. Olsen has handed over
charge of the Tientsin and Chinwangtao
Customs to Mr. J. H. W. Houston,
Acting Deputy Commissioner.

Professor W. J. Hinton, of the Hong-
kong University, will deliver a lecture
on "Currency" at the University on
Friday, commencing at 5.30 p.m. Mem-
bers of the public are invited to attend.

A concert takes place in the City Hall
on Wednesday, May 12th. The pro-
gramme will be carried out by the mem-
bers of the Catholic Women's League.
The proceeds will go to the Belgian Relief
Fund.

The Postmaster General has agreed to
the English Mail steamer *Nubia* leaving
here at noon on Thursday, the 20th inst.,
i.e. one day earlier than programmed,
as the *s.s. Mooltan*, with which she con-
nects at Colombo, will proceed Home via
Bombay.

Mr. R. McCarthy, son of the head-
master of Chefoo school, is now at the
front with one of the Kentish regiments.
Between fifty and sixty old Chefoo school
boys are with the army, and one at least,
Mr. Charles Heal, whose parents live in
Shanghai, has already fallen.

We were sorry, says the *Shanghai
Mercury*, when we knew that the Hotel
des Colonies no longer existed, for Shang-
hai needed a French hotel. However, we
are glad that Phoenix-like the Hotel de
France has risen, as it were, on the ashes
of the old French Hotel we knew so well
and so long, and that it now occupies the
annex.

The death has occurred at Streatham
of Fleet-Engineer William Joshua Har-
ling, at the age of sixty-seven. He served
for three years as assistant director of
the Imperial Naval College of Japan, at
Tokyo. The Mikado presented him
with a silver bowl decorated with the
Japanese imperial crest. He served in the
Egyptian war in 1882, and was awarded
the Egyptian Medal and the Khedive's
Bronze Star.

The coolie employed by the Eastern
Extension Telegraph Company who was
charged with the possession of two revol-
vers and 2,000 rounds of ammunition was
at the Magistracy yesterday convicted
and fined \$250. Mr. Crew, who de-
fended, said the man had been employed
by the Company for fifteen years, and
possessed a good character. He admitted
having sent arms to a cousin in Canton,
but the arms and ammunition concerned
in the present charge did not belong to
him, but to a man in the country.

Mr. P. Le Bris, who was for some years
Second Assistant in the French Fire
Brigade, and after leaving Hongkong
when the war broke out, joined his
former Infantry regiment as a Lieuten-
ant, was seriously wounded in the
neck by shrapnel during the battles
round Les Eparges at the end of
February. His many friends in Shang-
hai, says a northern contemporary, will
be glad to hear that he is quickly recover-
ing from his wounds in the hospital at
Nice, and is eager to go back to the
front, "like all the others," he says.

The R. N. Dockyard Recreation Club
held another of its enjoyable whist drives
at the Naval Yard last evening. There
were no fewer than 32 tables, the prize-
winners being:—Ladies—1, Mrs. Harri-
son, 173; 2, Mrs. Sears, 173; 3, Mrs.
Budden, 167; 4, Mrs. Brock, 167; hidden
number, Miss Stonyer, 152. Gents—1,
Mr. R. Sturgeon, 184; 2, Mr. Millington,
179; 3, Mr. R. Cochrane, 178; 4, Mr. W.
Gladwell, 176; hidden number, Mr. Hig-
gins, 158. The prizes were presented by
Mr. R. Bearne. The new Hon. Secretary
of this section of the Club is Mr. E. J.
Windebank.

A Shanghai contemporary states that
Mr. W. J. Ralphs, of the Chartered
Bank, has been promoted to 1st Lieuten-
ant in the Royal Field Artillery; Mr.
Cyril Newcomb, son of Capt. F. New-
comb of the *s.s. Kintin*, has been
gazetted 2nd Lieutenant in the 12th
Battalion Royal Fusiliers; while Mr. E.
J. Hayward, another Shanghai boy, has
been granted a similar commission in the
5th Battalion of the same regiment. Mr.
E. N. Trueman, son of Major T. E.
Trueman, is now at the front in the 6th
London Field Artillery, attached to
the 2nd London Division, R. A. M. C.

A mail for Europe via Siberia closes
to-day at 11 a.m.

THE WAR.

DARDANELLES FIGHTING.

TURKS' MASSED ATTACKS REPULSED.

BOMBARDMENT OF BOSPHORUS FORTS.

RUSSIAN VICTORY IN CAUCASUS.

BRITAIN'S WAR EXPENDITURE.

[THROUGH REUTER'S AGENCY.]

THE DARDANELLES.

ALLIES' PROGRESS IN FACE OF DETERMINED ATTACKS.

LONDON, May 4th.

The Press-Bureau states that on the nights of the 1st and 2nd inst. the enemy in the Dardanelles attacked strongly and determinedly in mass against our position, constantly bringing up fresh troops.

The Allies not only repulsed every attack, inflicting enormous losses, but assumed the offensive and drove the enemy from their positions.

We are advancing in the interior of the Peninsula.

MORE TURKISH PRISONERS TAKEN TO TENEDOS.

LONDON, May 4th.

The Times correspondent at Tenedos says that a further 2,000 Turkish prisoners have been brought to Tenedos.

BOSPHORUS BOMBARDED.

DESTRUCTIVE FIRE OF RUSSIAN FLEET.

ST. PETERSBURG, May 4th.

The Russian Fleet's bombardment of the Bosphorus lasted for several hours, notably on the forts Fener, Karidje, Dikburnu, Buyukhan, Upper and Lower Kilislimas. All the enemy batteries replied feebly, and there was a terrific explosion at Kilislimas. Our fire was of great precision and was very destructive. The Fleet also visited Kilimli, Zungulhak, and Eregli.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ATTEMPT TO ENVELOP RUSSIAN FLANK.

A COMPLETE FAILURE.

ST. PETERSBURG, May 5th.

A communiqué does not confirm the Austro-German claim to a great victory in Galicia. It states that a series of battles developed on Sunday and Monday in Galicia from the Vistula to the Carpathians. Enemy detachments crossed the River Dunajetz, but the Russian fire prevented them from advancing. The fighting was particularly desperate in the region of Tukhoff and Biech, where Russian counter-attacks resulted in the capture of hundreds of prisoners.

A very fierce battle continues in the direction of Stryi. The Russians finally captured a hill near Golovetzhom which had frequently changed hands, and took 1,200 prisoners.

The attempt of the enemy to envelop the flank at the source of the River Svitza completely failed, and the enemy was forced to retire in disorder, losing prisoners.

TURKISH CORPS DEFEATED BY RUSSIANS.

HEAVY TURKISH LOSSES.

ST. PETERSBURG, May 4th.

A Caucasian communiqué states that after a battle lasting three days the Russians completely defeated Khalil Bey's Corps in the region of Khoridalm. 3,500 dead Turks were found on the battlefield. The pursuit continues.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PROGRESS REPORTED.

PARIS, May 4th.
5.40 P.M.

To-day's communiqué states:

The British repulsed last night an attack northward of Ypres.

We gained ground at Bagatelle.

PARIS, May 5th.
1.00 A.M.

Last night's communiqué says:

Our progress continued in Belgium in the region of Steenstraete.

Three German attacks near Beaumont in Champagne were repulsed.

We progressed at Bagatelle in Argonne and extended our gain in Bois-le-Prestre.

READJUSTMENT OF BRITISH LINE.

LONDON, May 4th.

Field-Marshal Sir John French reports that the loss of ground resulting from the unexpected use of asphyxiating gas by the enemy last week necessitated a readjustment of our line in front of Ypres. This readjustment was successfully completed last night. The new line runs west of Zonnebeke.

During the last twenty-four hours the situation has been normal along the whole front, with the exception of one half-hearted enemy attack north-east of Ypres, which was easily repulsed.

GALLANT GURKHAS.

SIR JOHN FRENCH COMPLIMENTS THEM.

LONDON, May 4th.

Field-Marshal Sir John French inspected the Gurkhas after the battle of Neuve Chapelle, and said: "I have come to congratulate you on your gallant behaviour in the recent fighting. You took Bois du Biez, from which you were ordered to withdraw for tactical reasons. I know full well you would not have retired had you not received those orders. Your fine conduct in the winter months is all the more creditable seeing that the winter has been very trying, and that you have come from a warm climate. I wish to thank you for the good work on all occasions, and I am confident that whenever called upon you will attack as readily as you did at Neuve Chapelle."

POISONOUS GASES.

COUNTER-MEASURES—NOT REPRESENTATIONS.

LONDON, May 4th.

In the House of Commons Mr. Asquith said that Germany's use of poisonous gases was a breach of the Hague Convention, and had been clearly committed with deliberate purpose after careful preparation. He emphasised that the time was better spent in counter-acting such action than in making representations.

BRITISH GENERAL WOUNDED

LONDON, May 4th.

Major-General A. E. Sandbach has been wounded in Flanders.

[Major-General Sandbach, C.B., was before the war Chief Engineer in Ireland. He has seen much service in the Sudan, Burma, India, and South Africa. He commanded the Royal Engineers at Aldershot in 1908-10.]

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ZEPPELIN CLAIMS TO HAVE SUNK A BRITISH SUBMARINE.

LONDON, May 4th.

The German Admiralty states that a Zeppelin on Monday fought a number of British submarines in the North Sea. One of the latter was sunk by a bomb, while the Zeppelin was untouched by the fire of the submarine guns and returned safely.

ANOTHER TRAWLER SHELLED BY A SUBMARINE.

LONDON, May 4th.

A German submarine in the North Sea shelled the trawler *Granton* and killed four of the crew who were on the bridge. The remaining seven escaped in a boat, on which the Germans fired, wounding four.

A cooler picked up the survivors and took them to Aberdeen.

BRITISH COLLIER TORPEDOED.

TWO FIREMEN KILLED.

LONDON, May 5th.

The British collier *Mintorne* was torpedoed off the Scilly Islands without warning, and two firemen were killed.

A CONTRAST.

PANIC AMONG GERMAN SAILORS.

LONDON, May 4th.

The papers contrast the abandonment of British prisoners on a German destroyer, which was sunk a few days ago in the North Sea, with the treatment of the German prisoners on H.M.S. *Amphion*, which was sunk at the beginning of the war.

The callousness shown by the Germans is regarded as probably the result of panic. A German officer committed suicide as the destroyer was sinking, after shooting several of his men who were struggling in the water.

A number of British blue-jackets jumped overboard to save the Germans. One German was so suffering from exposure that it was decided to give him the benefit of the heat of the stove. Mistaking the motive, he fought desperately, being terrified, and he was got below with difficulty.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE BRITISH BUDGET.

MR. LLOYD GEORGE'S STAGGERING FIGURES.

LONDON, May 4th.

In the House of Commons Mr. Lloyd George, in his Budget speech, said that taxation would be unchanged. The time was inconvenient to review the financial position, which depended on events in the next two or three months. The result of the war was never in doubt, but then they would be able to give a dependable opinion as to its duration. He said that eight months of war had cost £307,000,000. The estimated revenue for the coming year was \$270,000,000, an increase of £43,500,000. He pointed out that if the war ended in September the total expenditure would amount to £286,000,000, of which the Army expenditure would be £400,000,000, the Navy £100,000,000, and advances to the Allies and Dominions £100,000,000. If the war lasted another year the total expenditure would be £1,136,000,000, and there would be a net deficit of £662,000,000.

SWEDEN AND THE WAR.

DANGER OF BEING INVOLVED.

COPENHAGEN, May 4th.

The King, in a speech at Gothenburg, said that the danger of Sweden being involved in the war was as great as before. His Majesty emphasised that Sweden's indispensable duty was to observe strict neutrality, and he exhorted all to do nothing to aggravate the country's position. He was confident that in case of necessity the whole nation would be united in defending the country and their liberty.

[THROUGH REUTER'S AGENCY.]

THE BRITISH OFFICERS UNDER ARREST.

NO COMPLAINTS.

LONDON, May 4th.

The Press-Bureau announces that the American Ambassador at Berlin says the British officers under arrest make no complaints except that they have been arrested. The Ambassador declares that Germany will follow exactly in the case of the officers the treatment of German submarine prisoners in England.

BRITISH CASUALTIES.

LONDON, May 4th.

Wounded:—E. Ainslie, Lieut. Bebb (Northumberland Fusiliers), D. Balders, E. Battle, K. Bedford, A. Beresford, Piers, St. J. Blake, J. W. Boyd, H. R. Briggs (Liverpool), L. Brook, W. Collin, York, A. Coltart, D. Connor, R. B. Cowley, Captain H. Crichton (Scots Fusiliers), W. Downes, T. Eardley Wilmoth, L. Easman, L. Essel, G. Gerard, E. Getting, H. W. Gibbs, D. Griffith, G. Grindell, H. W. Harrison, D. Herriott, T. Hume (Suffolks), P. De Isaacson (Liverpool), A. H. Jolliffe, A. Kentlemon, P. O. Knight, J. Leslie (Lancers), J. S. D. Lloyd, M. McNamara, E. MacSwiney, R. Mellinson, T. Mapplebeck, A. E. K. Mason, K. Mason (Engineers), F. W. Masters, H. Melly, C. M. Mills (Cambridges), R. W. H. Moline (Rifles), R. N. Moore, T. Morrill, E. M. Moulton, Darrin, J. Nichols (Londonians), F. Packie, P. Pargoter, A. E. Palmer (York and Lancasters), Lt. Parker (Flying Corps), N. C. Parry (York and Lancasters), E. R. Prokman, O. Reid, S. Rivers, C. Samuda, A. Simmange, D. Stayner, L. Stowell, W. Strong (Artillery), D. V. Thomas, A. H. Walker, R. M. Watson (Buff), J. Welch (Northumberland Fusiliers), C. Windeler.

LONDON, May 4th.

Wounded Prisoners:—W. G. Jackson, A. L. Ryder, F. W. Tomlinson.

Missing:—G. K. Chamber, H. Colston, A. J. Jackson.

Wounded:—Medicinal:—E. W. Agar, G. H. Birkin, J. H. Bowen, C. L. Borell, C. Carruthers, H. C. Crozier, H. Deboer, D. French, G. W. Geddes, R. Gillitt, C. E. Harland, G. H. Harrison (Borderers), E. L. Henderson, A. M. Johnson (Dublin Fusiliers), R. Lane (Munsters), F. Lanigan, O. Keefe, H. Nelson, F. J. Lee, C. Maffett, G. M. Ogilvy, A. W. Molony (Dublin), S. O. Renny, H. R. Rice, F. X. Russell, A. J. Sanderson, R. Shorter, C. Tippetts, F. H. Verschoyle, J. P. Walters, H. S. Wilson (Munsters).

Wounded, Missing: M. Beecher.

INDIAN CONSOLIDATION BILL.

LONDON, May 4th.

In the House of Lords, Earl Crewe explained, on the second reading of the India Consolidation Bill, that it was simply a consolidation Bill dealing with Acts which went back to 1770. It repealed 42 Acts and some provisions of six others. The greatest care had been taken in the task of co-ordinating sections which were extremely laborious.

Lord Lansdowne said that the Bill would meet with no opposition if it was merely a consolidation Bill, and that only.

Lord Loreburn hoped that the Bill would be referred to a Joint Committee. The Bill was started not to amend but to consolidate the criminal law of the country.

The Bill comprises 68 pages and 138 Articles.

PROFITS ON GERMAN ARMY CONTRACTS.

The *Vorwärts* gives some accounts of the activity of the Special Trade Courts which are dealing with disputes between employers and employed in regard to payment for work for the Army and Navy. It seems that the military authorities who give out tailoring and other such work have made a hard and fast rule that 75 per cent. of the sum paid must go to the workmen, and only 25 per cent. to the employer. Difficulties arise when the order passes through several hands, and it appears that employers sometimes find that they have to pay in wages more than they receive themselves for the goods. The Courts, however, give no relief in such cases, and the system seems devised to shut out middlemen.

SHANGHAI RACES.

THIRD DAY'S RESULTS.

Yesterday was the concluding day of the Shanghai Race Meeting. The results were as follows:—

1.—GREAT NORTHERN PLATE. 7 furlongs.
Mr. Thomson's Paladin (Moller) 1
Mr. Morris's Mahatma (Hoard) 2
Mr. Demet's Moratorium (Burkall) 3
Time, 1.48.3-5.

2.—THE RUBICON PLATE. 1 1/2 mile.
Mr. D. Turpin's Volga (Orighton) 1
Mr. Evelyn's Sir Nigel (Hoard) 2
Mr. Elrebus's Freddie (Vida) 3
Time, 2.42.4-5.

3.—PARI MUTUEL STAKES. 1 1/2 mile.
B. P. Kong's Gay Bird (Johnstone) 1
Mr. Courts's The Trader (Dalgleish) 2
Mr. Evelyn's Sir Lamerock (Hoard) 3
Time, 3.13.3-5.
* Dead heat.

4.—THE RACING STAKES. 1 mile.
Mr. Neville's Bonnie Boy (Burkall) 1
Mr. Thomson's Roland (Moller) 2
Mr. Shanghai's Cossack (Brand) 3
Time, 2.04.1-5.

5.—THE YANGTZE CUP. 1 1/2 mile.
Mr. Morris's Wakefield (Stewart) 1
Mr. Durgor's Concession (Burkall) 2
Mr. John Peel's Peter (Johnstone) 3
Time, 3.43.3-5 (constituting a record by one-fifth of a second).

6.—THE CONSOLATION CUP. 1 1/2 mile.
Mr. Elms's Mahatma (Moller) 1
Mr. Elms's Moana (Hill) 2
Mr. John Peel's Sailor (Johnstone) 3
Time, 2.41.4-5.

7.—THE PAPER HUNTERS' HANDICAP. 1 1/2 mile.
Mr. Fay's Historic (Hoard) 1
Mr. D. Turpin's Victor (Dalgleish) 2
Mr. J. Peel's Special Request (Johnstone) 3
Time, 2.37.

8.—THE MANCHESTER STAKES. 1 1/2 mile.
Mr. Robson's Peace (Burkall) 1
Winsome and Hasty's Buzzard (Hill) 2
Mr. Shanghai's Hussar (Brand) 3
Time, 2.44.3-5.

9.—THE CHAMPION SWEEPSTAKES. 1 1/2 m.
Mr. Morris's Beaconfield (Stewart) 1
Mr. Ezra's Rosewood (Johnstone) 2
Mr. Evelyn's Sir Victor (Hoard) 3
* Dead heat.
Time, 2.35.

10.—NIL DESPERANDUM STAKES. 7 furlongs.
Mr. J. Peel's Gretna Green (Johnstone) 1
Mr. Durgor's Bazaar (Hoard) 2
B. P. Kong's Disappointed Bird (Brammer) 3
Time, 1.47.3-5.

TERRITORIALS' ENTERTAINMENT FUND.

To carry out the project for showing some appreciation of the patriotism of the Territorials quartered in Hongkong by making their stay as pleasant as possible, a committee has been formed, with power to add to its numbers, consisting of Major Humphrey, Mr. H. A. Cartwright, Major Hawkins (O.C. 4th Shropshire Light Infantry), treasurer, and Messrs. G. C. Archbutt and R. P. Thurstield (joint hon. secretaries).

In addition to the offers already announced in these columns, a letter has been received from the Victoria Cinema Theatre offering the Territorials to the entertainment free of charge for one week, and thenceforward at the reduced rate of 20 cents each. Further, it is proposed to give a special entertainment at this cinema on or about the 19th inst. and to devote a third of the proceeds to the Fund.

Amount already acknowledged, \$520
"Dorisdeer" 15

SHIPBUILDING IN JAPAN.

GOVERNMENT ENCOURAGEMENT.

Commenting upon the great activities observable in shipyards in Japan, the *Tokyo Asahi* observes that the rate of subsidy to be paid to new ships under the present Law for encouraging the shipbuilding industry is now shown to be too high. The time has come to reduce the rate without affecting the progress and development of the industry. According to the estimates of the Ministry of Communications, the amount of subsidy to be paid in the current year reaches a million and a half yen, while in the year following the amount will go up to two and a half million yen. So far the amount of the subsidy paid exceeded one million yen only once. But now on account of the conditions brought about by the war in Europe, great activities have come to be suddenly shown in all the shipyards of the country, and the paper thinks that the building capacity has now reached a degree of progress which does not require so liberal an amount of subsidy as twenty years ago. It thinks that the amount of money saved by lowering the rates of the subsidy can be devoted to a much better and more useful purpose for the country. It further points out that the Government levies twenty per cent. duty on steel and other materials for shipbuilding, and this fact appeals to the paper as a contradiction in the Government measures. Both the rate of the subsidy and that of the import duty on steel and shipbuilding materials reduced, the paper thinks that it will ultimately be found of advantage to the progress of that industry.

ENGLAND AS A GERMAN SEES HER.

"NO ENTHUSIASM AND NO DEPRESSION."

[BY A GERMAN CRAFTSMAN.]

The following sketch of the English character in war-time has been contributed to the *Daily Mail* by a German master-craftsman resident in London. The writer is a native of Wurtemberg and attended the ordinary German schools at about the time of the war with France. He has a son born in England who was very anxious to enlist in the English Army when war broke out.

The writer says:—
That which has made the greatest impression upon me is the civic quiet which prevails among your whole people. Despite the fact that never an hour goes by without one being reminded of the war, you would hardly notice in the demeanour of your people. The newspaper placards about war news do not, as the dimly lighted streets remind you of the war, the shaded lights in the tramway cars seem to comment on the news you try to read in the evening papers. The streets are full of khaki, and, last, but not least, prices are rising in the shops. And yet the English people shows neither enthusiasm nor depression.

I have long wondered what might be the cause of this. It could not be so in my own country—why is it so here? At last I have come to the conclusion that your whole people is really conscious of the magnitude of the undertaking in which it is involved. I believe, too, that your whole people was sincerely convinced that a war with Germany was an iron necessity with which it had to reckon sooner or later. Whether this conviction was justified by the facts of the case is another question which I am not asked to discuss.

But this conviction is the explanation of the feature of England at war which must be most striking to foreigners, namely, the absolute lack of readiness shown by young men and old of all classes to go out to fight. This lack of enthusiasm strikes us Germans very forcibly. For we ourselves are accustomed to consider war as something ideal; we go to the front like gladiators, and we greet the Kaiser as the symbol of Germanism even if we are to die. Now the English regard this war at any rate as a struggle for existence, and since you are practical folk you make up your minds that you have got to win whatever the costs.

The Englishman does not think of glory, but also he does not think of death. He does not seem to fall, but he realises that losses are part of the business of war, and being a good sportsman he takes the risk into the rest of the bargain. That is a very material and practical patriotism but it is patriotism just the same. I was convinced from the outset that England would never be satisfied with sending 100,000 men into the field, and to this day I cannot understand how our Government can have been so misled by its representatives here. However, I would never have believed myself that England could raise such a huge volunteer army, and was prepared for the coming of conscription, and many sleepless nights I passed, for I have a son born in England and I was afraid he would be called up.

Well, conscription did not come, but I had the same anxiety to put up with later, for my son wanted to offer himself as a volunteer in the Army. He is quite English in his ways and sympathies. Even as a boy at school he would not take his sausage and bread to school with him if it was done up in a German paper printed in London. I made no attempt to prevent his becoming a patriotic Englishman, but I could not endure the idea that he would fight against the land of his fathers. Luckily he was rejected on grounds of health.

I have been much struck by the way in which many of my son's friends, young fellows earning good incomes, gave up their jobs to go and join the colours. Many of them were independent craftsmen who had worked up their own connections, and there was no need to keep their business going. Still they went. I have spoken to many of them, and what they have told me only confirms what I have supposed—namely, that your people is perfectly clear as to what this war really involves.

There is another feature, probably to be explained on similar lines but to me rather remarkable—namely, that there is no expression of hatred for the Germans. Of course there is an animosity against Germany in general, but the relations between Germans and English, when the acquaintances are of long standing, are not disturbed. So far as there is any hatred it is directed against the Kaiser. I think it is unjustified, but perhaps it is true that his typical "Berlin big mouth" has helped to make him appear the bad boy that always begins the trouble.

Your English nation has not only gone into the war with absolute quiet, but it suffers also all the economic disturbance with complete equanimity—I would almost call it indifference. The English Government has shown so far an organising ability which we expect from a German Government, but which we had not expected in England. It is surprising, because the English rule so far has always been to interfere with private affairs as little as possible.

Apparently people in Germany believed before the war that England was a decadent and dying nation. As I see it, England may have been asleep when war broke out. Perhaps the German Government would have acted differently if it had had better-informed representatives over here.

A private despatch from Berlin to Copenhagen states that, as friendly appeals by the authorities and newspapers to bring a people in Germany to remove or change English, French, and Russian shop signs have been in vain, lately a number of demonstrations have taken place outside the shops where such signboards are exhibited. The police have now taken the matter in hand, and the signboards will be compulsorily removed.

the German prisoners taken in the East have the merit of sameness in their dress, but they are miserably ragged and apparently comfortless. The other at St. Menchould, writes the *Morning Post's* correspondent in France, a man officer at the head of a gang of prisoners, desirous of showing off before a group of French officers on the public square, ordered his men to do the goose step. It was both cruel and foolish on the part, for the result was ludicrous. A spectacle of these weary, ragged men marching in what is exclusively an exhibition of pomp and ceremony was simply atrocious.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	SARDINIA	Neon. 7th May.	See Special Advertisement.
SHANGHAI	NUBIA	About 9th May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	Cap. A. B. Garwood, R.N.R.	About 11th May.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NELLORE	About 12th May.	Freight and Passage.
BOMBAY VIA SINGAPORE, PENANG and COLOMBO	NUBIA	Neon. 23rd May.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice. For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th May, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YINGCHOW"	On 6th May, 4 P.M.
SHANGHAI	"CHENAN"	On 9th May, 11 A.M.
HAIPHONG	"KAIFONG"	On 10th May, 11 A.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 11th May, 4 P.M.
SHANGHAI	"ANHUI"	On 11th May, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 13th May, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 18th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL".
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation. Amplest; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN".
SHANGHAI LINE—TWIN-SCREW STEAMERS "ANHUI", "CHENAN", and the S.S. "KANCHOW", "LIANGCHOW", "LUOHOW" and "YINGCHOW". Having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.
These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
HONGKONG, 6th May, 1915. TELEPHONE 35. AGENTS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

WESTWARD

S.S. "SANGOLA," 5,184 tons, Captain Milne, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS
Hongkong, 28th April, 1915.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION.)

STEAMER	ARRIVE HONGKONG from AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	On 15th May, 10 A.M.	On 23rd May, 10 A.M.
ALDENHAM	On 14th May, 10 A.M.	On 22nd May, 10 A.M.
ST ALBANS	On 24th June, 10 A.M.	On 17th July, 10 A.M.
EMPIRE		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days.)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	FRIDAY, 7th May, at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th May, at 1 P.M.
"HAIMUM"	Capt. A. H. Stewart	FRIDAY, 14th May, at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd May, 1915

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
SHINYO MARU	22,000—21 knots	TUES., 11th May.
CHIYO MARU	22,000—21 knots	TUES., 8th June.
TENYO MARU	22,000—21 knots	TUES., 20th June.
NIPPON MARU	11,000—18 knots	TUESDAY, 13th July.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

Manila " " at 10.30 A.M.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " " £96.10.
" " " SAN FRANCISCO	£45. ...	" " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.
MANZANILLO, SALINA CRUZ, PANAMA, CALLAO.
IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Leave
SEIYO MARU	14,000—15 knots	Wed. 12th May.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
Kobe Building,
Telephone 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE and YOKOHAMA	CORDILLERE	On 17th May.
	HOMEWARD	
MARSEILLES VIA PORTS	NERA	On 15th May, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	FRIDAY, 14th May, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, AND COLOMBO.

Steamer	Captain	Leaving
"INAHU MARU"		MONDAY, 10th May, at 7 A.M.
FOR TAMSUI & KEELUNG VIA SWATOW AND AMOY.		
"KAIJO MARU"	Y. Yamamoto	SUNDAY, 9th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	A. Kobayashi	WED'DAY, 13th May, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU"	Imazumi	THURSDAY, 6th May, 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soan Tip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER,
Second Floor, Nanyang Building.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamer	Leave	Leave	Connecting Steamer	Due at	Due at
leaves	to	SHANGHAI	HONGKONG	from COLOMBO	Marseilles	London
YOKOHAMA	COLOMBO	HAI	KONG	MARSEILLES and LONDON	if calling	London
P.M.		about	about			
Apr. 26	SARDINIA	May 3	May 7	MALOJA	June 5	June 12
May 24	NUBIA	May 16	May 20	MOOLTAN	June 19	June 26
June 21	ORIENTAL	June 13	June 17	MOULDAVIA	July 4	July 11
June 27	MALTA	June 19	June 23	EGYPT	July 18	July 25
July 19	SARDINIA	July 13	July 17	MEHINA	Aug. 1	Aug. 8
—	NUBIA	July 19	July 23	MONGOLIA	Aug. 15	Aug. 22
—	ORIENTAL	July 27	July 31	MALWA	Aug. 28	Sept. 4
—	MALTA	Aug. 9	Aug. 13	PEBBIA	Sept. 11	Sept. 18
—	SARDINIA	Aug. 23	Aug. 27	MORBA	Sept. 25	Oct. 2
—	NUBIA	Sept. 6	Sept. 10	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE.

The Fares to London and Marseilles are as follows:—						
1st Saloon	"A"	Accommodation	Single	£70.	LONDON Return	£105.
	"B"	"	"	£64.	"	£96.
2nd Saloon	"A"	"	"	£48.	"	£72.
	"B"	"	"	£44.	"	£66.

1st Saloon	"A"	Accommodation	Single	£66.	MARSEILLES Return	£99.
	"B"	"	"	£60.	"	£80.
2nd Saloon	"A"	"	"	£46.	"	£69.
	"B"	"	"	£42.	"	£63.

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR
LONDON
CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at Marseilles if calling	Due at London
	about	about	about	about	about	about
NELLORE	—	May 6	May 12	May 18	June 17	June 25
NAGOYA	May 24	June 3	June 9	June 15	July 13	July 23
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARE TO LONDON:
1st Saloon £54 Single, £81 Return. 2nd Saloon £38 Single, £57 Return.
FARE TO MARSEILLES:
1st Saloon £50 Single, £73 Return. 2nd Saloon £34 Single, £51 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATE
		AND DISPLACEMENT	
MARSEILLES and LONDON	MIYASAKI MARU	18,000	THURSDAY, 18th May, at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	16,000	THURSDAY, 23rd May, at Noon.
VICTORIA, B.C. and SEATTLE VIA KEELUNG	AWA MARU	12,500	TUESDAY, 18th May, at 4 P.M.
SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	AKI MARU	12,500	TUESDAY, 15th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	HITACHI MARU	13,500	TUESDAY, 18th May, at 11 A.M.
	TANGO MARU	13,500	TUESDAY, 15th June, at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	COLOMBO MARU	8,000	SATURDAY, 15th May.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	JINSEN MARU	8,000	SUNDAY, 9th May.
SHANGHAI, KOBE and YOKOHAMA	TOSA MARU	12,000	SATURDAY, 15th May.
SHANGHAI, MOJI and KOBE	RANGOON MARU	8,000	SATURDAY, 15th May.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU	13,500	SATURDAY, 15th May, at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	HIRANO MARU	11,000	TUESDAY, 11th May, at 10 A.M.

5*Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer	Displacement	Leave Hongkong
MIYASAKI MARU	18,000 Tons	Thurs., 18th May
KITANO	16,000	" 23rd May
PUSHIMI	25,000	" 3rd June
HIRANO	16,000	" 17th June
KATORI	20,000	" 1st July

FOR AMERICA.

Steamer	Displacement	Leave Hongkong
AWA MARU	12,500 Tons	Tues., 18th May
AKI	12,500	" 15th June
TAMBA	12,500	" 19th June
SHIDZUOKA	12,500	" Thurs., 27th July

For Further Information as to Freight, Sailing &c., apply to—

T. KUSUMOTO, MANAGER.

Telephone Nos. 222 and 224

